

Smith
10/667,185

REMARKS

The undersigned requests a personal interview with the Examiner in charge of this application to discuss the issues raised below.

The drawings were objected to for imprecise use of lead lines in Figs. 3 and 8. Replacement drawing pages are submitted herewith for the approval of the Examiner.

Claim 1 and 4 were each rejected as being anticipated by Millsap (5,680,100).

Claims 2 and 3, as well as 5 and 6, were rejected as being unpatentable over Millsap in view of Le.

Claim 7 was rejected as being unpatentable over Haddad et al (6,195,001) in view of Millsap.

Millsap discloses the use of U-turn signal lamps at both the front and rear of the vehicle. There is no teaching or suggestion of using such a lamp inside the vehicle behind the rear windshield. The present invention differs over this reference in other respects as well to be pointed out below.

Le has a U-turn signal system and was cited for the use of a junction box. The reference shows a single U-turn signal light and it is not clear where the light is located as there is no showing of the vehicle. The light is wired from the control module, presumably the junction box to which the Examiner refers. In the present invention, as illustrated in Fig. 9, the front U-turn signal light is wired through the junction box, whereas the switch is wired directly to the rear signal lights as well as the junction box.

Haddad shows a signal system to indicate a U-turn and was cited for the signal lamp being located at the rear windshield. This reference appears to show only one such signal light and not in the location claimed. Other differences will be pointed out below.

In view of the excellent art cited by the Examiner claim 1 has been extensively amended, claims 3-6 have been canceled, claim 7 had been amended, and a new depending claim 8 has been added.

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Claim 1 as amended recites the location of the front and rear signal lights and the U-turn signal light behind the rear windshield, centrally located, and having U-TURN in block letters below the symbol, features which are not shown or suggested in the art of record. The location of the activation switch is also being claimed in some detail.

Depending claim 2 adds details of the wiring system between the signal lights, the activation switch, and the battery not taught or suggested in the art of record.

Claim 7 has been amended to call for the use of the expression U-turn in block letters in the signal light behind the rear windshield not found or suggested in the art of record.


New depending claim 8 adds the front and rear lights to that of claim 7.

In view of the foregoing, it is believed that the claims now remaining clearly distinguish over the art and should be allowed.

A conscientious effort has been made to place this application in condition for immediate allowance. The Examiner is requested to call the undersigned or Mr. Kroll if further changes are required to obtain allowance of the application.

A favorable action is solicited.

Respectfully submitted,


LEONARD BELKIN
Reg. No. 18,063
Tel 301-254-8549
For
Michael I. Kroll
Reg. No. 26,755
171 Stillwell Lane
Syosset, New York 11791
Tel 516-367-7777

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CERTIFICATE OF FAXING

I hereby certify that this correspondence is being facsimile transmitted to the U. S.
Patent and Trademark Office, telephone number 703-872-9306 on April 30, 2005.

Leonard Belkin
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In the Drawings

Replacement sheets for Figures 3 and 8 are provided herewith.